CLAIM AMENDMENTS

Claim 1. (original) A vehicle door, characterised by

a supporting frame (10) of high strength steel with side impact guard beam (22),

an outer panel (28) fastened on the frame so that the side impact guard beam will be close to the outer panel,

a beam structure (30) releasably mounted on the frame, and

an inner panel (41) fastened on the beam structure,

the window structure (34 - 37) of the door being mounted on the releasable beam structure (30) and located between the frame (10) and the beam structure (30).

Claim 2. (original) A vehicle door according to claim 1, characterised in that the window structure comprises the window frame (34) of the door.

Claim 3. (currently amended) A vehicle door according to claim 1, ~~any one of the preceding claims~~ characterised in that the lock (33) of the door is mounted in the releasable beam structure.

Claim 4. (currently amended) A vehicle door according to claim 1, ~~any one of the preceding claims~~ characterised in that the inner panel (41) is made of plastics.

Claim 5. (currently amended) A vehicle door according to claim 1, ~~any one of the preceding claims~~ characterised in that a major part of the inner panel (41) is covered by a trim (54).

Claim 6. (original) A vehicle door according to claim 5, characterised in that the trim (54) adjoins the window.

Claim 7. (currently amended) A vehicle door according to claim 1, ~~any one of the preceding claims~~ characterised in that the thickness of the frame (10) is less than half the thickness of the door.

Claim 8. (currently amended) A vehicle door according to claim 1, ~~any one of the preceding claims~~ characterised in that the steel of the frame (10) of the door has a yield strength of at least 800 N/mm^2, preferably at least 1000 N/mm^2.

Claim 9. (original) A method of manufacturing a vehicle door, characterised in that

a supporting frame (10) of high strength steel including a side impact guard beam (22) is produced, an outer panel (28) is fastened on the frame so that the side impact guard beam will be

close to the outer panel, and a beam structure (30) is mounted on the frame (10), a window structure (34 - 37) being mounted on the beam structure (30) before the mounting of the beam structure so that the window structure will be located between the frame (10) and the beam structure (30) when the beam structure is in place.

Claim 10. (original) A method according to claim 9, characterised in that the window structure (34 - 37) includes the window frame (34) of the door and is mounted on the beam structure (30).

Claim 11. (currently amended) A method according to claim 9 ~~or 10~~, characterised in that the lock (33) of the door is mounted on the beam structure before the beam structure is mounted on the frame (10).

Claim 12. (currently amended) A method according to claim 9, ~~any one of the claims 9 - 11~~ characterised in that an inner panel (41) is mounted on the beam structure before the beam structure is mounted on the frame (10).

Claim 13. (currently amended) A method according to claim 9, ~~any one of the claims 9 - 11~~ characterised in that a blank of sheet steel is formed to form the frame (10) with integrated impact guard beam (22).

Claim 14. (currently amended) A method according to claim 9, ~~any one of the claims 9 – 13~~ characterised in that the supporting frame (10) is formed by hot stamping of a hardenable blank and hardended while remaining in the forming tools.

Claim 15. (new) A vehicle door according to claim 2, characterised in that the lock (33) of the door is mounted in the releasable beam structure.

Claim 16. (new) A vehicle door according to claim 2, characterised in that the thickness of the frame (10) is less than half the thickness of the door.

Claim 17. (new) A vehicle door according to claim 2, characterised in that the steel of the frame (10) of the door has a yield strength of at least 800 N/mm^2, preferably at least 1000 N/mm^2.

Claim 18. (new) A method according to claim 10, characterised in that the lock (33) of the door is mounted on the beam structure before the beam structure is mounted on the frame (10).

Claim 19. (new) A method according to claim 10, characterised in that an inner panel (41) is mounted on the beam structure before the beam structure is mounted on the frame (10).

Claim 20. (new) A method according to claim 10, characterised in that a blank of sheet steel is formed to form the frame (10) with integrated impact guard beam (22).